

30 October 1997



Safety

AMMUNITION AND EXPLOSIVE MOVEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: OO-ALC/SEW (Lt Col Curtis)
Supersedes OO-ALC-HAFBI 91-201,
9 September 1995

Certified by: OO-ALC/SEW (Lt Col Curtis)
Pages: 8
Distribution: F

This instruction implements *AFPD 91-2, Safety Programs*. This instruction applies to all personnel on Hill AFB and other Geographically Separated Units (GSU) who accomplish classification, preparation of items and/or bills of lading, inspection of vehicles and/or shipments, loading or unloading carriers, driving, or other duties that directly involve the transportation of ammunition and explosives.

SUMMARY OF REVISIONS

This revision, driven by safety, updates transportation of ammunition and explosives, reflects policies from current Air Force Instructions, and adds Attachment 3, Hill AFB "Safe Haven" and "Safe Parking" 2300 Area. A (|) indicates revision from previous edition.

1. DEFINITIONS:

1.1. Ammunition and Explosives (A&E). Includes, but not limited to, all ammunition, chemical agents, munitions fillers, demolition material, solid rocket motors, cartridges, pyrotechnics, mines, bombs, grenades, warheads of all types, explosive elements of ejection and air crew egress systems, air-launched missiles and those explosive components of missile systems and space systems, and assembled kits, and devices containing explosive material listed in Technical Order (TO) 11A-1-46, Fire Fighting Guidance, Transportation, and Storage-Management Data and Ammunition Complete Round Chart, or having a hazard class of 1.

NOTE:

Some devices do arrive at Hill AFB with a predominant hazard other than hazard class of 1 but do contain a small amount of explosives.

1.2. Clear Zone. The area surrounding a potential explosion site that is determined by the required inhabited building separation. The inhabited building separation will be based on the sited, waived, exempted, or actual explosive limits of the potential explosive site, whichever is greatest (see Attachment 1 or for more specific detail contact Weapons Safety Division (OO-ALC/SEW)).

1.3. Explosive Operating Instruction (EOI). A written procedure that covers in detail, specific explosive limits, including the hazard class and division, specific personnel limits, exact locations, safety requirements, step-by-step procedures, and emergency actions as a minimum to accomplish an A&E operation.

1.4. Explosive Transportation Route. Authorized A&E movement routes to be used on Hill AFB (see Attachment 2 or for more specific detail contact OO-ALC/SEW).

1.5. Hazard Classification and Division (HC/D). Identify the hazardous characteristics of A&E by their assignment to established hazard categories governing storage and transportation (i.e., HC/D 1.1, (XX) 1.2, 1.3, 1.4, 1.5, and 1.6). Specific HC/D is found in TO 11A-1-46.

1.6. Explosive License. Formal permission to store A&E outside the clear zone, sited explosive storage area.

1.7. Quantity-Distance (Q-D). The quantity of A&E material and distance separation relationships that provide defined types of protection or on a level of risk considered acceptable. Separation distances are not absolute safe distances but are relative protective or safe distances.

NOTE:

Use the 2300 area for explosive laden vehicles only.

1.8. Suspect Vehicle/Rail Car Site. For vehicles in a possible hazardous condition the suspect site is the 2300 area. For rail cars the suspect site is the railroad parallel to Maine Street just west of Wardleigh Road.

2. RESPONSIBILITIES:

2.1. Commanders and supervisors will ensure personnel involved with A&E movements on Hill AFB are thoroughly trained in their specific assignments.

NOTE:

Only trained personnel under the supervision of an individual who understands the hazards and risks involved in A&E movement are to handle explosives!

2.2. Personnel involved with A&E movement will be trained and competent in their specific assignments and comply with rules and regulations of the regulatory bodies governing safe transportation (i.e., DOT, 49 CFR, *AFMAN 91-201*, *Explosives Safety Standards*, *AFI 91-202*, *The US Air Force Mishap Prevention Program*, etc.).

2.3. Hill AFB/Geographically Separated Units (GSU) organizations, tenants, agencies with A&E movement requirements on and off Hill AFB appoint a minimum of one transportation point of contact (POC).

²Provide OO-ALC/SEW a letter giving the name, phone number and organization of each POC.

2.4. Hill AFB/GSU organizations, tenants, agencies have written EOI clearly defining in sufficient detail the A&E movement process.

2.5. The transportation point of contact ensures:

2.5.1. Compliance with publications governing safe A&E movement.

2.5.2. Inspection of motor vehicles, rail cars, aircraft, and other equipment prior to A&E movement (*AFMAN 91-201* and *DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Material)*, for vehicle inspection guidance).

2.5.3. Vehicle drivers are formally trained.

2.5.4. Proper forms and records are filled out and maintained.

2.5.5. Proper placards, labels, markings are used.

2.5.6. Hazard class, division, and compatibility of A&E in movement is not violated.

2.5.7. Damage in transit is properly reported.

2.5.8. Notification procedures are clearly defined.

2.5.9. Q-D limits are not violated when A&E is received, unloaded, or in temporary storage.

2.5.10. Compliance with Environmental Management guidance in accordance with 40 CFR and Hill AFB Management Plan for Disposal of Hazardous Waste munitions, Propellants, and Explosive Materiel.

3. INBOUND MOTOR SHIPMENT OF HC/D 1.1, 1.2, 1.3, A&E:

3.1. A competent Hill AFB employee inspects inbound motor vehicles loaded with A&E at the inspection area where Magazine Road and New Jersey Drive meet using *DD Form 626*.

NOTE:

Under no circumstances will a tractor or trailer be allowed in MAMS I or II with a defect that could endanger the load.

3.1.1. If the vehicle is in an unsatisfactory condition it will be taken to the 2300 area for a risk assessment and resolution.

3.1.2. Check seals on inbound vehicles against appropriate paperwork. If they are not consistent with these documents, or they are broken or missing (and the reason cannot be immediately determined), place the vehicle in the 2300 area until the discrepancy can be resolved. If the discrepancy cannot be resolved notify Security Forces Squadron (75 SFS).

3.1.3. A&E laden vehicles that cannot go directly to unloading areas must be moved to the 2300 area. They should not remain in the 2300 area more than one working day.

3.1.4. Report A&E received in a damaged condition or not loaded in accordance with applicable requirements using *SF Form 361, Transportation Discrepancy Report*, or if damage is due to improper preservation, packaging, or packing use *SF Form 364, Report of Discrepancy*.

3.1.5. A&E (HC/D 1.1, 1.2, 1.3) vehicles arrive at and only accepted through the Magazine Road Gate (general area of the Roy Gate).

3.1.6. A&E vehicles should arrive during duty hours (0800 to 1400). Make every effort to adhere to this schedule. Unscheduled vehicle arrivals outside duty hours are placed in the 2300 area until such time as proper action can be taken.

3.1.7. Commercial vehicles, and non-Hill AFB government vehicles transporting A&E must be escorted on Hill AFB/GSU by a competent government employee.

3.2. A DOD Installation "Safe Haven" may be granted by the installation commander. The A&E load is still the responsibility of the driver. If "Safe Haven" is not granted, consideration can be given to allow the vehicle to rest in a secure area which meets Q-D criteria, but the driver must remain with the load, an on base only telephone and restroom facilities should be provided. Attachment 1 shows the Q-D clear zones.

3.2.1. "Safe Haven" and "Safe Parking" for A&E is in the 2300 area with the Lightning Protection System (LPS) (Attachment 3).

3.2.2. "Safe Haven" for DOE shipments is in the 2300 area in the circle of pavement at the east end of the sited area (Attachment 3).

4. OUTBOUND A&E (HC/D 1.1, 1.2, 1.3) SHIPMENTS:

4.1. No A&E laden truck known to be defective will leave Hill AFB/GSU.

4.1.1. Comply with *AFMAN 91-201*.

4.1.2. If compliance on the tractor cannot be met, the tractor may drop its trailer in the clear zone and leave to have repairs accomplished.

4.1.3. Trailers requiring repair beyond the scope of *AFMAN 91-201* must be unloaded before such repair is attempted. If a risk assessment determines unloading is not required, the trailer will be repaired in the 2300 area.

4.2. Inspect outbound shipments of A&E (HC/D 1.1, 1.2, 1.3).

4.2.1. Properly placard motor vehicle's carrying class 1 A&E.

4.2.2. Use *DD Form 626* for commercial carrier inspections.

4.2.3. Use proper loading and bracing on any off base movement of A&E.

4.2.4. Use the Roy Gate for egress from Hill AFB for HC/D 1.1, 1.2, and 1.3 A&E (when required use the Magazine Road Gate).

4.2.5. A&E laden vehicles should leave Hill AFB at hours of least traffic congestion (between 0800 - 1100 and 1230 - 1500).

4.2.6. Commercial vehicles and non Air Force government vehicles transporting A&E must be escorted to the Roy Gate or Magazine Road Gate by a competent government employee.

4.2.7. Drivers will be informed of the nature of the A&E and methods of fighting a fire involving the vehicle or its cargo by means of a *DD Form 836, Shipping Paper and Emergency Response Information for Hazardous Materials Transported by Government Vehicle*.

5. ON-BASE A&E MOVEMENT:

5.1. Two 2A:10BC or greater fire extinguishers are required for military vehicles used to transport A&E. At a minimum one will be mounted outside the cab. One 2A:10BC or greater fire extinguisher is required for commercial vehicles used to transport A&E (both on and off base).

5.2. Cargo-type trucks and truck-tractor drawn semi-trailers are the preferred means for transporting A&E.

5.3. A&E require blocking and bracing or securing with suitable tie-down straps to prevent movement.

5.4. A&E will not be transported in the passenger compartment of a vehicle. Exceptions to this are defined in *AFMAN 91-201*, or specific EOIs.

5.5. A&E Movement Routes on Hill AFB:

5.5.1. Primary routes will be used whenever possible.

5.5.2. The alternate routes will be used to move A&E when the primary route cannot be utilized.

5.5.3. The restricted routes will be used to move HC/D 1.3 and 1.4 hazard class and division A&E only.

5.5.4. Movement of munitions inside MAMS I and II are not restricted.

5.5.5. Movement of munitions to and from Licensed Facilities will avoid built-up areas to the maximum extent possible. Only those munitions listed on the license may be moved this way.

5.5.6. HC/D 1.4 A&E may be shipped and received through the Surface Terminal, Bldg 849 as long as the terminal is licensed for HC/D 1.4 and they are stored in a segregated and secure area.

5.5.7. Attachment 2 shows the A&E movement routes on Hill AFB.

5.5.8. Notify Base Operations when A&E is moved on the airfield.

6. RAILROAD MOVEMENT OF A&E. For shipping, receiving and inspection requirements use CFR 49, Part 174, and *AFMAN 91-201* (this includes the movement of trailers on flat cars or "piggyback" A&E movement).

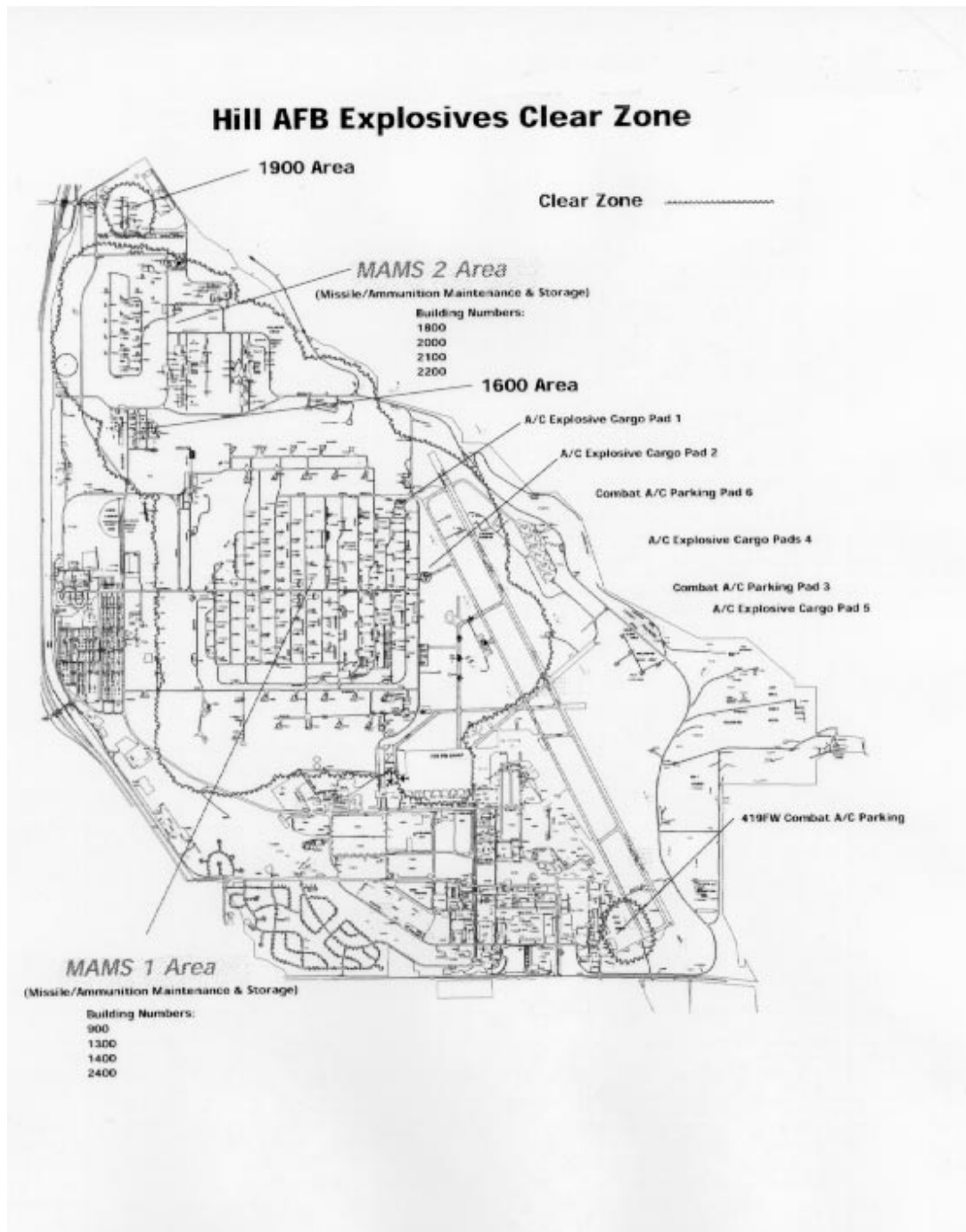
7. AIR MOVEMENT OF A&E:

7.1. Movement by commercial aircraft is regulated by FAA with its publications incorporated in CFR 49.

7.2. Instructions about A&E laden military aircraft is in AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Material, *AFMAN 91-201*, and specific aircraft Tos.

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Attachment 1
HILL AFB EXPLOSIVES CLEAR ZONE



Attachment 2
HILL AFB EXPLOSIVE TRANSPORTATION ROUTE MAP



Attachment 3
HILL AFB SAFE HAVEN AND SAFE PARKING 2300 AREA

